

INTELLOFAX 12

INFORMATION REPORT  
**CONFIDENTIAL**

COUNTRY Albania

SUBJECT Albanian Airfields

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The following are miscellaneous particulars and descriptive information  
of the various airfields in Albania listed below:

1. Shkoder Airfield:

- 25X1 a. The Shkoder airfield is located to the southeast of the town of  
the same name, beside the highway from Shkoder to Lesh.
- 25X1 b. This airfield was constructed under Italian rule in Albania, and  
later (1943-1944) was used and built up by the Germans. After  
the war, repairs on it were completed, and work was begun toward  
modernizing it under the supervision of Soviet specialists. In-  
formant states that, although this work has not yet been entirely  
finished, the airfield today looks like a modern airport, with  
Soviet transports in use. It is supplied by air.
- 25X1 c. The permanent airfield at Shkoder and three auxiliary landing  
fields located in the vicinity of Shkoder allegedly form an  
integral part of the Soviet air base in Albania in case of war.  
Informant reports that at present the headquarters of an Albanian  
fighter regiment and a fighter squadron are stationed at the airfield.  
The airfield commander is a Soviet officer in Albanian uniform.
- 25X1 d. The airfield and the auxiliary landing fields are indicated on  
Attachment "A"; the installations are numbered as follows:
- (1) Permanent airfield at Shkoder. The airfield still has no  
concrete runway. The runway is overgrown with grass and  
is fairly good, as the ground is naturally exceptionally  
hard. The construction of a concrete runway is planned  
for 1950. The present runway is 1,900 meters long by 8000  
meters wide. The airfield has three hangars, an airfield

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workshop, a gasoline tank, and buildings for the airfield command and its corresponding elements. It also has buildings for quarters for flight and ground personnel. The airfield command has a radio station, a radar installation\*, a meteorological station, and a transport section.

- (2) Auxiliary landing field; a large meadow about 1,400 meters long by about 600 meters wide. During the summer of 1949 it was leveled under Soviet supervision and adapted for use as an auxiliary landing field. The ground is rather soft and can be used only during the summer, as it is subject to flooding. Thus far no installations have been built on this landing field.
- (3) Auxiliary landing field. Exact dimensions are not available. Thus far it has no permanent installations of any kind. Considerable drainage will have to be done before the landing field will be fit for continuous use.
- (4) Auxiliary landing field, also a meadow. During 1949 it was put into condition for use as an auxiliary landing field under Soviet supervision. Dimensions 1,000 meters by 2,000 meters. It has no permanent installations, and it can be used only during the summer because it is subject to flooding.

## 2. Lesh Airfield:

- a. There are four auxiliary landing fields in the Lesh district. During 1948 and 1949 they were adapted for this purpose under Soviet supervision. Only one of those four auxiliary landing fields is now in use. It is indicated as No. 1 on the attached sketch. This landing field is located on the plain of Gajush i Zejmarit. The runway is about 1,000 meters long by about 1,200 meters wide. Drainage projects have been completed to divert water during rains, and levees have been put up along the Mati River, which floods this area when the water level is high.
- b. In October 1949 there was one squadron of fighters on the airfield. It is not known whether any masonry installations have been built as yet.
- c. The auxiliary airfield has an ordinary runway, overgrown with grass, about 1,000 meters long by about 150 meters wide. The ground is fairly hard, and even heavy aircraft can land and take off on it. Thus far no air units have been assigned to this landing field.
- d. The auxiliary landing field has a grass-grown runway about 1,000 meters long by about 400 meters wide. The ground is fairly soft, and it is subject to flooding from the Drin River. Drainage projects have been planned but thus far not carried out. There are no installations of any kind on the airfield, and no air force units of any kind have been stationed there.
- e. The auxiliary landing field actually is a meadow. It was leveled and put into condition for use as an auxiliary landing field during 1949 by Albanian soldiers under Soviet direction. The runway is overgrown with grass and is about 1,200 meters long by about 500 meters wide. A few minor reclamation projects have been completed. There are no installations for air force units of any kind on the airfield, which is used at present as a pasture.

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3. Tirana Airfield:

- a. The principal airfield of Albania is located to the west of the city of Tirana [redacted]. This airfield, which was already in existence before the war, was controlled and maintained by Yugoslav Air Force specialists until the breach with the Cominform. After their departure, work continued under Soviet direction, and the once primitive airfield was transformed into a fully modern one.
- b. The airfield occupies an area of 1,800 x 1,400 meters. It has a cement runway 1,200 meters long by 600 meters wide. There are many buildings on the airfield, and the airfield command, the meteorological and radio stations, the radar equipment\*, the goniometer, the control tower, and quarters for flight and airfield personnel are located in them. There are three hangars. Besides these, a fully modern airfield workshop has been built, where all kinds of repair on aircraft and engines, including engine overhaul, can be done. The airfield is also equipped for use at night.
- c. This permanent airfield accommodates both military and civil aircraft. At present one Albanian fighter regiment, 148 Soviet Fighter Squadron, and one Soviet transport group are stationed on the airfield [redacted].
- d. An auxiliary landing field is located in the northwestern part of Tirana in the area known as Ezberjis (Yzberishe?). This auxiliary landing field actually is a pasture, which has been cleared of trees and leveled and put into condition for landings and takeoffs by light aircraft. This landing field has no installations of any kind, and thus far it has been used only sporadically to relieve congestion at the permanent airfield.

4. Berat Airfield:

- a. One permanent and three auxiliary airfields are located in the immediate vicinity of Berat, [redacted].
- (1) Auxiliary airfield beside the road to Durrës. The landing field actually is a large meadow, 1,300 by 1,300 meters and without installations of any kind. During the summer of 1949 this meadow was leveled under Soviet direction and adapted for use as an auxiliary airfield. An asphalt road was built for connection with the main highway, and reclamation projects were undertaken, to drain the land and to protect it from flooding by the Seman River. This auxiliary airfield is scheduled to be transformed into a permanent airfield in 1950, by the construction of a concrete runway and the erection of the necessary buildings and installations.
- (2) The permanent airfield at Berat. The airfield was built by the Italians during the Italian occupation of Albania. The runway is overgrown with grass, but the ground is quite hard, and even heavy aircraft can land and take off there. Dimensions 1,800 meters by 1,800 meters. The airfield has two hangars, an airfield workshop, a transport section with four trucks, a radio station, a goniometer, a meteorological station, and buildings for the airfield command and for flight and ground personnel. At present the Soviet 56 Bomber Squadron is stationed at the airfield [redacted].

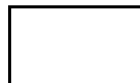
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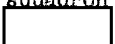
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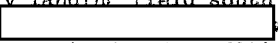

(3) An auxiliary airfield, which was leveled and adapted for the most part under the Germans. It has no installations of any kind. Dimensions 1,500 by 750 meters. At present it is used as a pasture.

(4) Another auxiliary airfield. The ground has been leveled, but no other work has been done there, and no installations of any kind have been built. Dimensions 1,200 by 1,000 meters.

#### 5. Korce Airfield:

- a. The permanent airfield at Korce was built by the Italians during the Italian occupation. After the war it was repaired and partially modernized by the Albanians, first under Yugoslav and later under Soviet direction.
- b. The airfield is 2,000 by 1,800 meters in area. It has four hangars, a meteorological and a radio station, a goniometer, a workshop, and buildings for the command and for personnel. In the summer of 1949, work was begun toward laying a cement runway, which apparently has not yet been completed.
- c. A bomber squadron of the Albanian Air Force is located at the airfield .
- d. West of the city of Korce is an auxiliary airfield 1,200 x 450 meters in area. It has no installations. All that has been done is the leveling of the ground; at present it is used as a pasture.

#### 6. Sarande Airfield:

- a. There is a permanent airfield in the vicinity of Sarande; there is also an auxiliary landing field south of Lake Butrint. The permanent airfield  was built during the German occupation. It was repaired and conditioned under Soviet direction during 1948-49. The runway is grass-grown, but can be used even by heavy aircraft. Dimensions are 1,900 x 1,800 meters. The buildings on the airfield include two hangars and the most essential buildings for the command, the meteorological and radio stations, and personnel quarters. The airfield has not yet been equipped for night use. In the fall of 1949 it was inspected by a Soviet commission, and an order was issued to the effect that this airfield be modernized during the course of 1950, when a concrete runway, hangars, and the other installations necessary for a modern airfield were to be built.
- b. At present the headquarters of an Albanian fighter regiment and part of the regiment (about 1 1/2 squadrons) are stationed at the airfield, as well as a Soviet fighter half-squadron with eight aircraft .
- c. The auxiliary landing field is located to the south of Lake Butrint, and is 1,500 x 1,250 meters in area. It has no installations of any kind, and no units are stationed there. Grading of the ground and a few minor drainage projects are all the work that has been done. At present the landing field is used as a pasture. This auxiliary landing field is connected with Sarande by means of a country wagon road. A road would have to be built before it could be used as a permanent airfield.

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7. Libofshe Airfield:

- a. During the summer of 1949 the construction of a large new airfield between the towns of Libofshe and Fier was begun [redacted]. The terrain is quite hard, uneven, and stony or overgrown in places. The grading of an area 1,800 x 1,500 meters has been started. Gravel has been brought from the Seman River for filling up the numerous holes. These basic projects were completed by fall. At that time several fighter aircraft from the Albanian fighter regiment in Sarande were stationed at the airfield, probably for training.
- b. The construction of the other installations was left for next year, except for the radio station, which has already been installed.
- c. As the airfield is connected with the main highway only by a country wagon road, the building of a new road has been started, and about half of it will be finished this year.

8. Elbasan Airfield:

- a. The permanent airfield is southwest of the town of Elbasan [redacted]. The runway has not been concreted, but the ground is very hard, and even heavy aircraft can land and take off there. The airfield is 1,500 x 1,200 meters in area. The installations are very primitive, and consist only of two or three barracks, a radio station, a meteorological station, and a goniometer. According to the plan, hangars, an airfield workshop, and tanks for liquid fuel are to be built next year.
- b. A half squadron from the Albanian fighter regiment with headquarters in Shkoder is stationed at the airfield. [redacted]
- c. The auxiliary airfield is a little to the south, near the Devoli River. A large shed and two smaller buildings, for personnel quarters and the storage of vehicles and fuel when the airfield is used for training, have been erected on it.

9. Gjinokaster Airfield:

- a. The Gjinokaster airfield [redacted] was built by the Italians before the Italian campaign in Greece. Later, during the war, it was used by German aircraft, and after the war it served as a base for supplying the Greek guerrillas by air. It was considerably modernized after the war for this purpose, under Soviet direction. Thus in 1948 a large underground gasoline tank, exact capacity unknown, was built on the western side of the airfield.
- b. The airfield has no concrete runway, but the ground is naturally hard and suitable for use even by heavy aircraft. The airfield measures 2,00 x 1,300 meters. There are two hangars, a radio station, a goniometer, a meteorological station, equipment for night lighting (gas lamps), etc., on the airfield.\*\*
- c. At present an Albanian fighter squadron and a bomber squadron are stationed at the airfield. The headquarters of a Soviet transport regiment and one squadron of 12 transports are there also [redacted]

[redacted] Comment: Information previously received [redacted]  
[redacted] has tended to indicate that there are no radar installations in Albania.

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